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CONSTRUCTION



HINTS

UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE
WASHINGTON, D.C.

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Vol. 4

No. 12

OIL FILTER INSTALLATION

Harry G. Houlding, Camp Walhalla, F-23
Manistee National Forest

Having installed oil filters on the 1935 Chevrolet stake trucks as an added improvement, by fastening them to the dash board, considerable trouble was experienced with the fittings becoming loose and leaking.

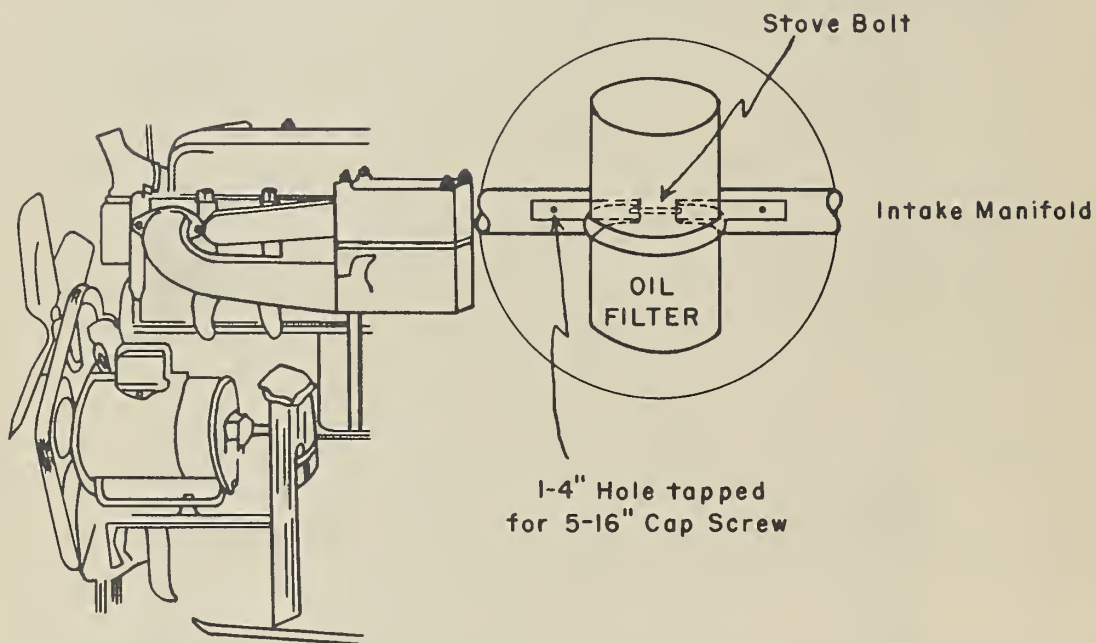
The vibration of the cab in opposition to the motor movements caused the pipe to wear the fitting, resulting in leaks and excessive repair.

The difficulty was overcome by installing the regular oil filter clamp on the rear half of the intake manifold. This was done by drilling 1/4" holes through the manifold pipe, tapping them out with 5/16" threads, and using cap screws to hold the clamp in place.

This eliminated the necessity of all further repair and overcame the troubles previously experienced.

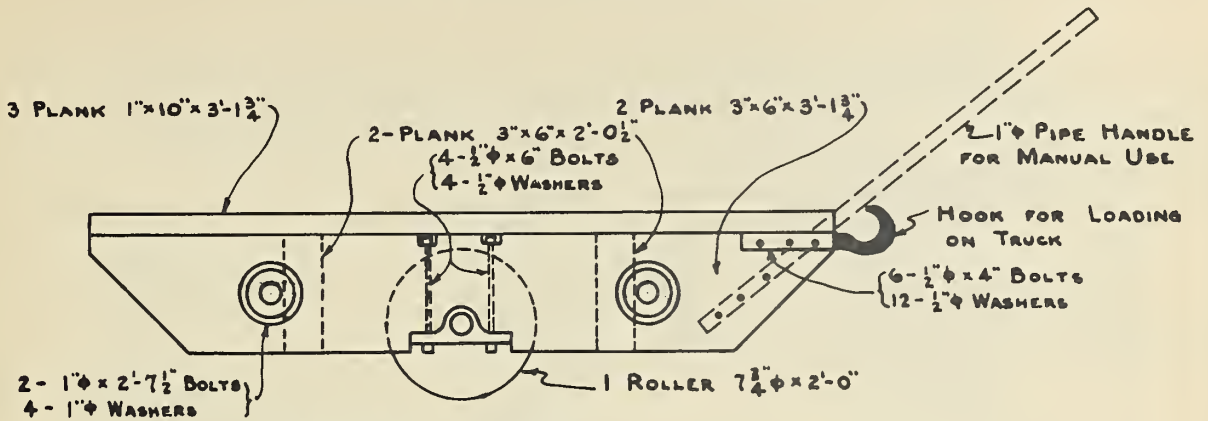
(over)

OIL FILTER INSTALLATION

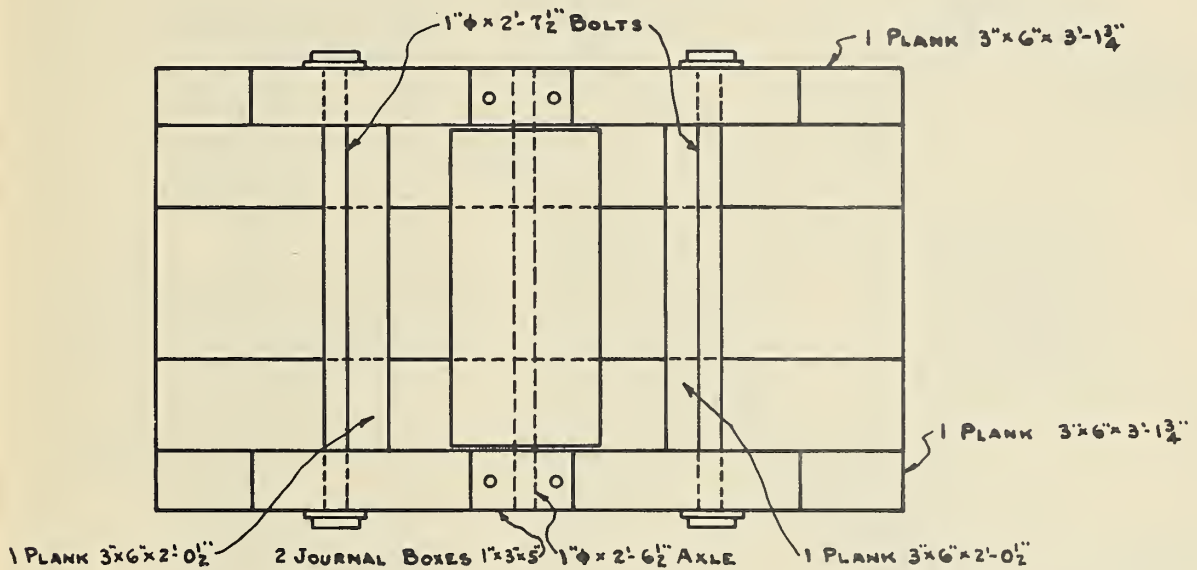


MANISTEE - F 23 H.G.H.

CONSTRUCTION HINT



SIDE VIEW



BOTTOM VIEW

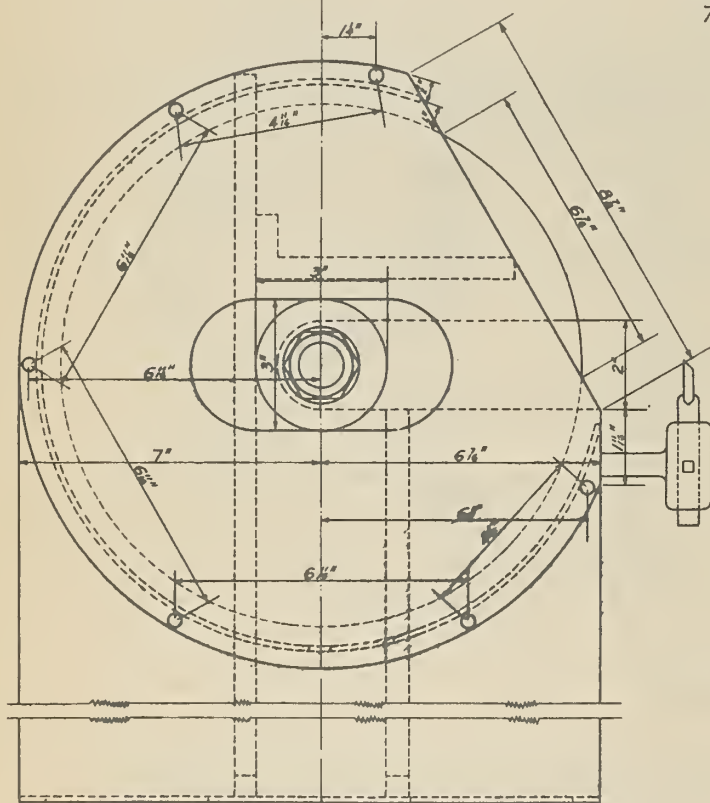
STONE DOLLY — TO HANDLE STONE FOR BRIDGES —
IN LOADING STONE ON TRUCKS AND MOVING STONE
AT BRIDGE SITE.

STONE DOLLY

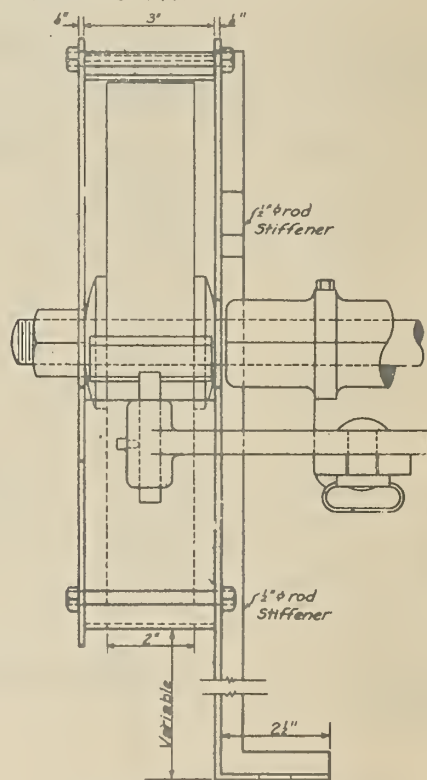
DESIGNED: O.N. MILLER JR.
PENNA. C.C.C. — S 87
REGION 7



LUGS MAY BE WELDED TO THE INSIDE PLATE TO BOLT IT DIRECTLY TO THE STAND INSTEAD OF FASTENING IT AT THE BASE AS SHOWN.



SIDE ELEVATION



END ELEVATION

COVER PLATE AND SIDE WALLS TO BE OF $\frac{1}{8}$ " SHEET STEEL.
STIFFENERS TO BE WELDED TO INNER SIDE WALL, AND
INNER SIDE WALL TO BE WELDED TO COVER PLATE.
OUTER SIDE WALL TO BE BOLTED ON AS SHOWN.
HEIGHT TO BE VARIED TO FIT INDIVIDUAL GRINDER.
LENGTH OF COVER PLATE: 31 $\frac{1}{2}$ INCHES. SLOT IN BOTTOM
OF COVER PLATE $\frac{1}{2}$ " x 2"

GUARD
FOR
TOOL GRINDER

DESIGNED H.W.B. DRAWN G.G. TRACED G.G.
SCALE 1"=10' CHECKED H.W.B.
APPROVED G.L. [Signature] DATE 1/2/62

SHEET 1 OF 1 DRAWING M-240

STANDARD OIL COMPANY OF NEW JERSEY
GOVERNMENT SERVICE
WASHINGTON, D. C.

Excessive wear and eventual failure of the differential gears in the equipment listed herein will occur if not lubricated with products having load carrying characteristics suitable for hypoid or over-loaded spiral-bevel gears.

1934

Auburn
Chrysler (1)
Duesenberg
Ford
Graham
Hudson
Hupmobile (4)
LaFayette
Marmon 16
Nash
Oldsmobile 8
Packard
Pierce-Arrow
Plymouth
Stutz
Terraplane

1936 Cont'd.

Ford
Graham
Hudson
Hupmobile
LaFayette
LaSalle
Nash
Oldsmobile 6, 8
Packard
Pierce-Arrow
Plymouth
Stutz
Terraplane

1938 Cont'd.

LaSalle
Graham
Lincoln Zephyr
Nash
Oldsmobile
Packard
Pierce-Arrow
Plymouth
Studebaker
Terraplane

1935

Auburn
Chrysler (1)
DeSoto (2)
Duesenberg
Ford
Graham
Hudson
Hupmobile
LaFayette
Nash
Oldsmobile 6, 8
Packard
Pierce-Arrow
Plymouth
Stutz
Terraplane

1937

Buick 40, 60
Cadillac
Chevrolet
Chrysler (1)
DeSoto (2)
Dodge
Duesenberg
Ford
Graham
Hudson
LaSalle
Nash
Oldsmobile 6, 8
Packard
Pierce-Arrow
Plymouth
Studebaker
Terraplane

NOTES:

(1) Except Airflow models, Imperials and '35 Custom Imperials.

(2) Except '34 Airflow, all '35 and some '36 Airstreams

(3) Some sedans only after serial No. 4,128,318.

(4) Except model 417

1936

Auburn
Buick
Cadillac
Chrysler (1)
DeSoto (2)
Dodge (3)
Duesenberg

1938

Buick
Cadillac
Chevrolet
Chrysler
DeSoto
Dodge
Ford
Hudson
Hupmobile

TRUCK AND COMMERCIAL MODELS REQUIRING HYPOID OR EXTREME PRESSURE
LUBRICANTS

Chevrolet -	F.W.D. -
37 Commercial	HS, T 26
	M7
Diamond T -	And others
DR Series	
Dodge -	Mack -
37 MC	Hypoid models
37 MD, ME, MF	Menominee -
37 MF, MG	35-36, 1-15
36 LF and LH Series	35-36, Others
34-35 KH-30, K-30 and	
K-40 Series	Meteor -
Prev. All	37 LaSalle and Cadillac
	36 LaSalle and Cadillac
Duplex -	Oshkosh -
35-37 S, SC, SAC, K,	All
SAK (Worm)	
Prev. Worm	Schacht -
Fageol -	36-37 All
Waukesha 6RB	Studebaker -
Flxible -	37 - J5
37 Chevrolet	Terraplane -
35 Buick - 90	37 - All
Ford -	Prev. All
37 - 60, 85	
32-36 - V8	
32-34 - 4	

SIGNS OF SAFETY

Don't Rush - It is Better to Kill Time than People!